

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4008

晚二初月九年十三緒光

MONDAY, OCTOBER 10, 1904.

一第禮

號十月十英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKYO, KOBÉ,
NAGASAKI, LONDON,
YOKOHAMA, NEW YORK,
SAN FRANCISCO, HONOLULU,
HANKOW, SHANGHAI,
TIENTSIN, NEWCHANG,
PEKING, DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$17,000,000
STERLING RESERVE.....\$1,000,000
SILVER RESERVE.....\$7,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. & TOMKINS, Esq., Deputy Chairman.
E. GOSZ, Esq., Hon. R. Shewan.
Hon. W. J. GREGGON, N. A. Sles, Esq.
A. Haupt, Esq., H. W. Slade, Esq.
H. Schubert, Esq., B. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong: J. R. M. SMITH.
Shanghai: H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4 per cent. per annum.
For 6 months, 5 per cent. per annum.
For 12 months, 6 per cent. per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANKING CORPORATION to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1904. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENTS
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE, Manager.
Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 25th May 1904. [15]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.
Gold \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
Gold \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.
LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK,
COMPTON NATIONAL D'ESCOMPTE,
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VUEUX ROAD CENTRAL.
CHARLES K. SCOTT,
Manager.
Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.
SHANGHAI Tael
SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHIEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS:
3 1/2 per annum Fixed Deposits for 3 months.
4 " " " 6 " "
5 " " " 12 " "

H. C. MARSHALL,
Acting Manager.
Hongkong, 17th May, 1904. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£800,000
RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 " "
" " " 3 " " 2 " "

T. P. COCHRANE,
Manager.
Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Cos., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [64]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON R. MARKS.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	JAPAN E. P. Muir, R.N.R.	About 13th October	Freight and Passage.
SHANGHAI	SIMLA F. R. Summers	About 21st October	Freight and Passage.
LONDON, &c.	MALTA R. A. Peters	October 22nd, Noon	See Special Advertisement.
SHANGHAI	BANCA J. B. Ferguson	About 25th October	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th October, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN.	WEDNESDAY, 12th October.
ZIETEN.	WEDNESDAY, 26th October.
PRINZESS ALICE.	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD.	WEDNESDAY, 23rd November.
PREUSSEN.	WEDNESDAY, 7th December.
PRINZ EITEL FRIEDRICH.	WEDNESDAY, 21st December.
SEYDLITZ.	WEDNESDAY, 4th January, 1905.
GNEISENAU.	WEDNESDAY, 18th January.
DAYERN.	WEDNESDAY, 1st February.
PRINZ HEINRICH.	WEDNESDAY, 15th February.
SACHSEN.	WEDNESDAY, 1st March.
PRINZESS ALICE.	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD.	WEDNESDAY, 29th March.
PREUSSEN.	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH.	WEDNESDAY, 26th April.

ON WEDNESDAY, the 12th day of October, 1904, at Noon, the Steamship "SACHSEN,"
of the NORDDEUTSCHER LLOYD, Captain H. Feyen, with MAELS, PASSENG-
ERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 10th October, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 11th October, and
Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th October.
Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [3]

Hongkong, 10th October, 1904.

Intimations.

LANE, CRAWFORD & CO., SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.
CRICKET Bats, Balls, Stumps, Gloves, &c.
FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.
GOLF Clubs, Balls, &c.
HOCKEY Sticks, &c., &c.
CROQUET Sets, &c.
BOXING Gloves, 4 oz., 6 oz., & 8 oz.
SANDOW'S Developers.

LARGEST STOCKS IN THE EAST AND FROM

THE BEST MAKERS.

LANE, CRAWFORD & Co.

Hongkong, 22nd September, 1904. [38]

KUPPER PILSENER BEER.

THE LEADING BEER

IN THE

FAR EAST.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 6th October, 1904. [41]

Intimations.

Boyril supplies to the body the
nourishment it requires, and makes
good the muscle, tissue and energy
spent during the hurry and worry of
the day's work. The very embodi-
ment of strength and sustenance in
a digestible form is Boyril.



TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL. [41]

Hongkong, 15th April, 1904.

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946]

PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 465.

Hongkong, 16th August, 1904. [183]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [36]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

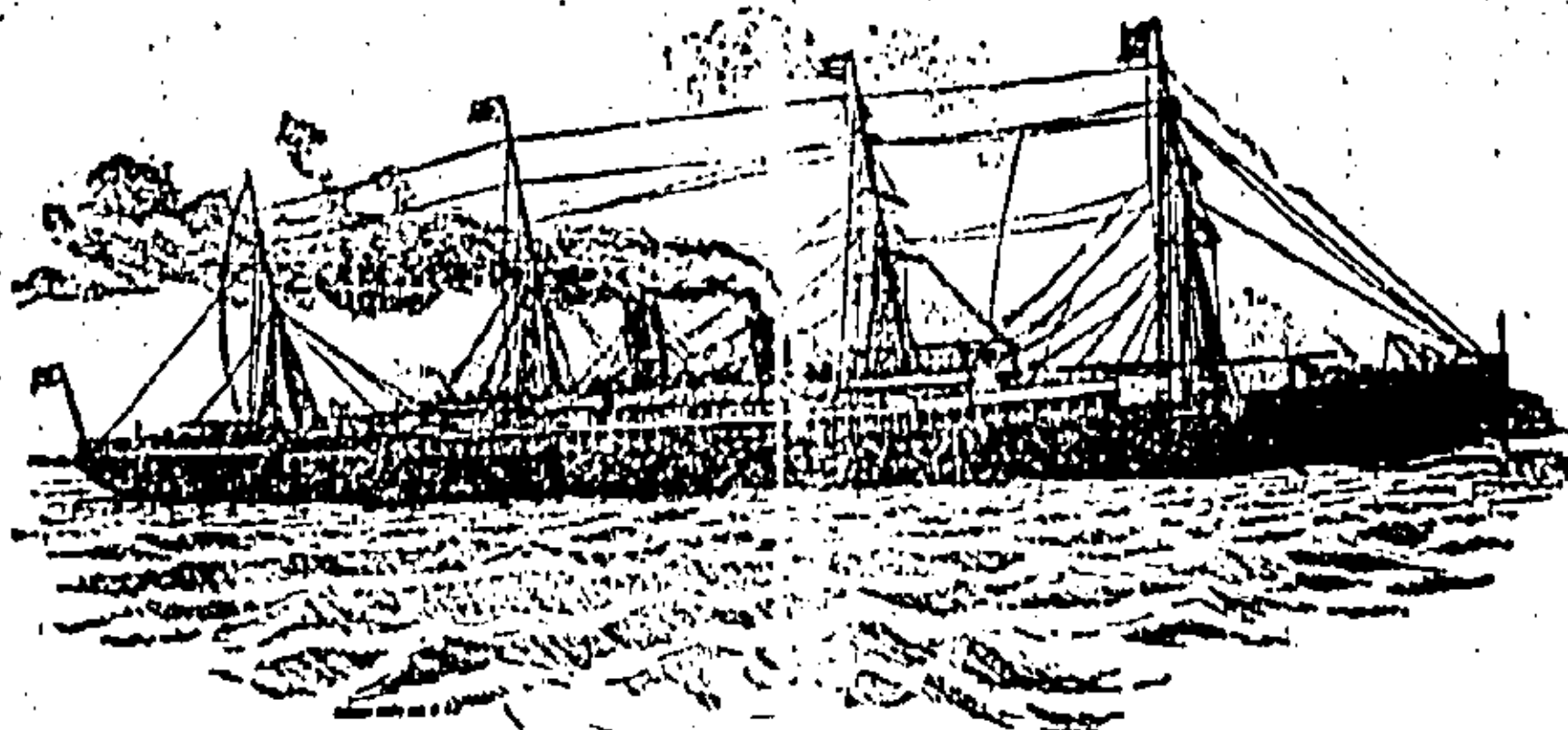
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimoda, Moji, Wakamatsu,
Karatani, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.T. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujiyama, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura,
Onoda, Onjima, Sakai, Tsubakura, Yoshinaka, Yoshida, Yamakura and other Coals.
S. MINAMI, Manager, Hongkong.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"MANCHURIA"	8,750 Gross Tons	TUESDAY, 11th October, at 10 A.M.
"COPTIC"	4,350 "	SATURDAY, 15th October, at Noon.
"KOREA"	11,276 "	SATURDAY, 29th October, at Noon.
"GAELIC"	4,205 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DORIC"	4,784 "	SATURDAY, 17th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "MANCHURIA" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLANDSEA, YOKOHAMA and HONOLULU, TO-MORROW, the 11th October, at 10 A.M., taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination on the Northern Pacific Lines.

Special rates (first class only) to Europe and to a large number of Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, special rates (first class only) are confined and will apply only to Passengers, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Government of China and Japan.

Through Rates and Passages for trans-Atlantic to Yokohama and other Japan Ports, to San Francisco, to Atlantic ports, to the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting Steamships.

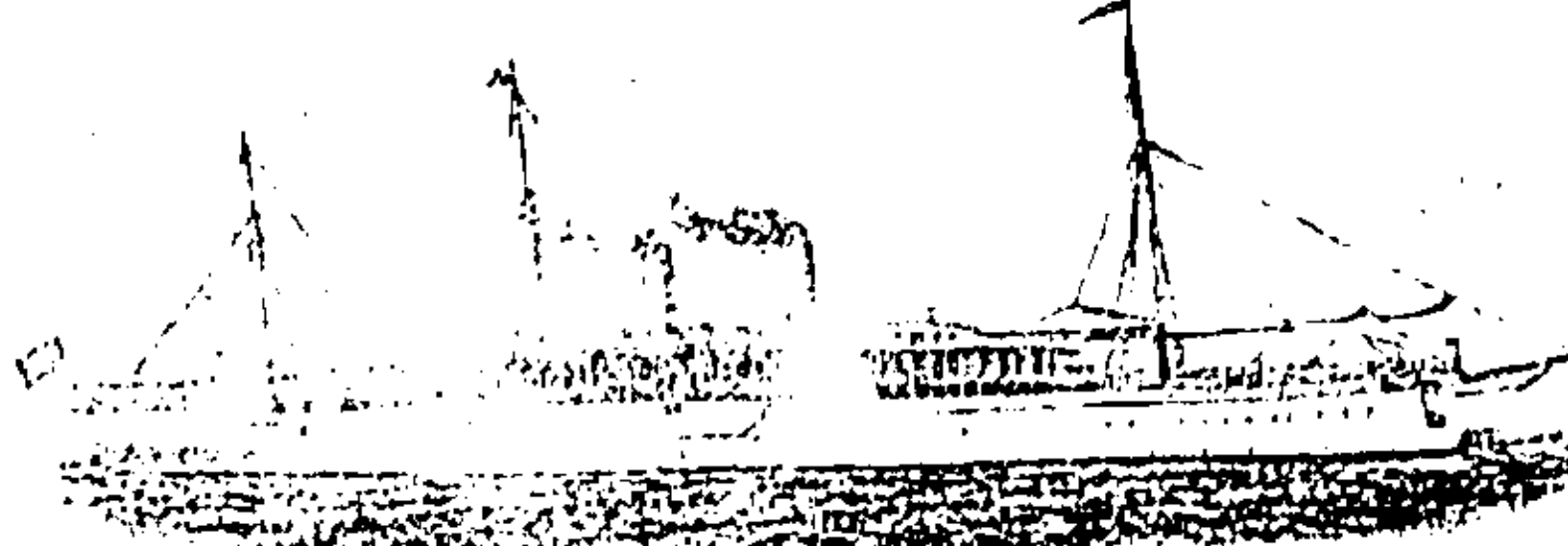
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-ports throughout: deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 10th October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 1 TO 2 DAYS ACROSS THE PACIFIC.

"EMPRESS" 8,000 Tons, 1000 H.P. Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	8,440 Tons	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	8,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	8,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,200 "	WEDNESDAY, 14th December.
"ATHENIAN"	8,440 "	WEDNESDAY, 28th December.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40.

THE magnificent twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 11 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage

apply to

Hongkong, 21st September, 1904.

A. CRADDICK Acting General Agent, 9, Pedder's Street.

HONGKONG OFFICE, No. 1, Queen's Buildings.

HAMBURG-AMERIKA LINIE.

OSTARIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LONDON, OCEANO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE

LEVANT, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION

STEAMERS DESTINATIONS SAILING DATES.

SUEVIA HAVRE and HAMBURG. 18th October. Freight.

von Döhren (Calling at S'PORE, PENANG & COLOMBO). 1st Nov. Freight.

BRISGAVIA HAVRE and HAMBURG. 15th Nov. Freight and

Schulke (Calling at S'PORE, PENANG & COLOMBO). 29th Nov. Freight.

SLAVONIA HAVRE and HAMBURG. 13th Dec. Freight.

(ex STRASSBURG) (Calling at S'PORE, PENANG & COLOMBO).

SEGOVIA HAVRE and HAMBURG. 13th Dec. Freight.

Schoenfeldt (Calling at S'PORE, PENANG & COLOMBO).

SENEMBIA HAVRE and HAMBURG. 13th Dec. Freight.

(ex NURNBERG) (Calling at S'PORE, PENANG & COLOMBO).

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 6th October, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.		
Departures on Sundays at NOON.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox.
"NANNING"	569 "	C. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.		

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of October	JAVA PORTS	Second half of October
TJILATJAP	JAVA PORTS	First half of October	JAPAN VIA SHANGHAI	Second half of October
TJIMAH	JAVA PORTS	First half of November	JAPAN VIA SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

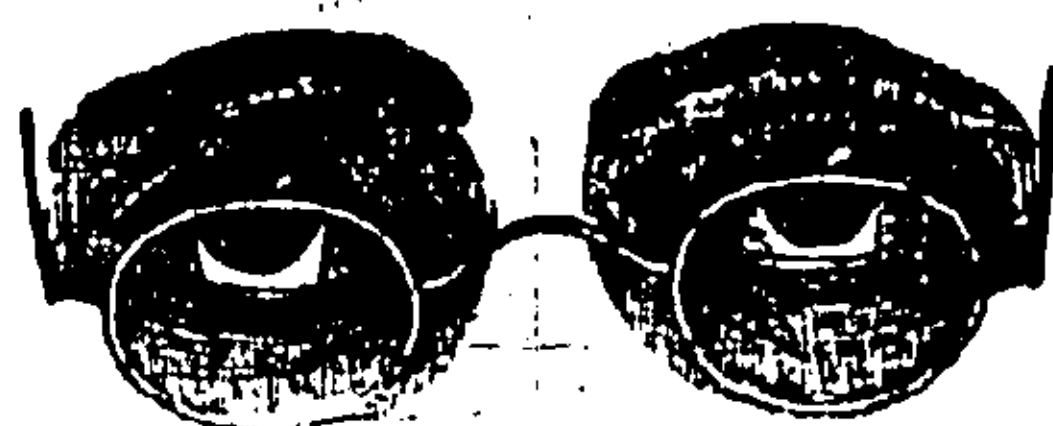
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAN

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES

"OMEGA" is the best, "THREE YEAR"

guarantee given to every purchaser.

4, QUEEN'S ROAD,

Waterloo Building.

Hongkong, 15th September, 1903.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

Hongkong, 15th September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. D. C. (4th).

Yokohama, May 11th, 1903.

[595]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated

Water was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Dept. 1, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

[677]

HONGKONG YOUNG MEN'S
CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, DES VŒUX ROAD CENTRAL.

THE NIGHT SCHOOL of the above will open for its regular Autumn Session on TUESDAY, October 4th. Books open for registration till October 15th.

SUBJECTS TAUGHT: Shorthand, Type-writing, Book-keeping, Commercial Correspondence, English (Primary, Intermediate and Advanced), Mandarin, French, German, Japanese, Music and the English Bible.

FEES very moderate.

FULL PARTICULARS in our printed EDUCATIONAL ANNOUNCEMENT which will be furnished upon application.

Hongkong, 1st October, 1904.

[1095]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

[1091]

Hotels.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

(N MONDAY, OCTOBER 3rd,

we shall have on vi-w the following

fine selection of

NEW GOODS.

LADIES' DEPT. . . .

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt
and Straw Hats.

Lace Fichus and Scarves.

Vivella Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Crestones.

Hemmed Linen Pillow Cases and

Damask Cloths.

Linen Huckaback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask

Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

&c., &c.

GENTS' DEPT. . . .

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling

Rugs.

Winter Underwear.

&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG

Hongkong, 1st October, 1904.

Intimations.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF MAKIENT CHONG,
OTHERWISE KNOWN AS MAKIE
TCHONG, OTHERWISE KNOWN AS
MA MAI SUK, LATE OF SHANGHAI,
IN THE EMPIRE OF CHINA, TRADING
AS MA MAI KEE, Deceased.

NOTICE is hereby given that The Honourable the Chief Justice has, in virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting to the 27th day of October, 1904, as the time for CREDITORS to send in their CLAIMS against the estate of MA MAI KEE, CHONG, otherwise known as MA MAI SUK, late of Shanghai, in the Empire of China, trading as MA MAI KEE, who died on the 3rd day of September, 1900, at No. 1203, Avenue Road, Shanghai, aforesaid intestate and Letters of Administration of whose personal estate and effects were granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the 10th day of June, 1904, to HERBERT JOHNSON GEDGE, of Victoria, aforesaid, Solicitor, the Administrator of the said Estate.

NOTICE IS ALSO GIVEN that all such Claims are to be sent in writing to the Undersigned prior to the said 27th day of October, 1904, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 29th day of July, 1904.

JOHNSON, STOKES & MASTER,
8, Des Vaux Road Central,
Hongkong.

Solicitors for the said Administrator

CHRISTMAS AND NEW YEAR GIFTS
FOR
HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free
of Charge to Co-signees) in any part of
the World.

LATEST SHIPPING DATES.

To England	Nov. 8th
To France	Nov. 15th
To Germany	Nov. 15th
To Italy	Nov. 15th
To United States via San Francisco	Nov. 15th
To United States via Suez Canal	Oct. 10th
To India	Oct. 21st
To South Africa	Oct. 21st
To Australia	Oct. 21st
To Canada	Nov. 8th

CHINA PARCELS EXPRESS.

OFFICE—3, DUNDRELL STREET.

Hongkong, 7th October, 1904.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 68.

Establishment of Lights in
the approaches to Canton.

NOTICE is hereby given of the establishment of the following LIGHTS in the approaches to Canton:—

BLAKE POINT LIGHT.

This light was exhibited for the first time at sunset on the 26th ultimo.

The illuminating apparatus is dioptric group occulting of the sixth order, showing a fixed WHITE LIGHT varied by four eclipses every 30 seconds, thus:—

Light.....16 Seconds.

Eclipse.....2 "

Light.....2 "

Eclipse.....2 "

Light.....2 "

Eclipse.....2 "

Light.....2 "

Eclipse.....2 "

Light.....2 "

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Eclipse.....2 "

Announcements.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

TELEPHONE NO. 454.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS,

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN BY AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telephone—No. 358.

Hongkong, 3rd May, 1904.

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee-Hong Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$50 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 10, 1904.

ILLEGAL SQUATTING.

In our issue of Saturday we published a report of a case in which a man was prosecuted for illegal possession of opium at Shaikwan, and we pointed out the great difficulty the excise officers had experienced in arresting the culprits. Several cases of a similar character were dealt with this morning and heavy penalties were again inflicted. From the investigations of the various excise officers it has been discovered that many of these illegal possessors and sellers of opium go to Shaikwan and Lyeemum, and there "squat" without any permission whatever from the Land Office. They erect matsheds and carry on the illicit business of opium divans, and sellers of opium. But apart from this they cultivate the land for produce, keep pigs and poultry, and find a ready sale in the local markets. So well are their operations carried out that, when the Land Bailiffs visit the premises to collect rents, inspect licences, and so forth, the matsheds present all the appearance of squalid, poverty-stricken shelters for the poorest classes, the pigs and poultry being carefully concealed. These people have been looked upon as poor, homeless, destitute creatures and left alone by the land bailiffs, as being apparently unable to pay any land tax. But in some instances, where pigs have been found, and the ability of the owners of the matsheds to pay tax, for the land they occupy, has thus been demonstrated, upon the refusal of the tenants to pay such tax the matsheds have been burnt to the ground by the authorities, only to be found rebuilt, by the same people, on their next visit to the district. So well do they bring the business to a point that they can recognize the approach of, and discriminate between, the excise officers and the land bailiffs. Thus it has been discovered that, upon seeing the former approaching, which they can easily do from their elevations on the hill-sides, they hide, or throw away, only their opium, so that on going up to the matsheds the officers find the tenants in possession of, in some instances, as many as fifteen pigs, each valued at \$25, besides considerable quantities of poultry. Several acres of land near-by are well-cultivated, and enable the squatters to derive a monetary return. On the approach of the land officials, however, all this live-stock is driven away. Out of several cases before the Court it is not necessary to select more than two of those disposed of to-day as bearing out these facts. The excise officers made their appearance on the slopes at Shaikwan on Saturday, when, as usual, the cry of "Police coming" was passed from shed to shed on the hills, and several men were observed running, and afterwards found to have been carrying tins containing opium, both prepared and dross. Thus, when the sheds were raided under warrant, no more opium was found than sufficient to secure fines of \$5 each. But in this connection it was observed that a member of the squatters who was "too poor and destitute to pay any land rent," was in possession of considerable quantities of swine and poultry, from which he must have derived not only a comfortable living, but a good return. By these methods the Government is being defrauded of a by no means trifling amount of revenue not only from the land, but also from the continuous and increasing business in the illegal possession and sale of opium. It appears to be a matter well-worth the attention of the authorities, and it is to be hoped that a stop may soon be put to such a state of affairs.

LOCAL AND GENERAL.

THE American cruiser *New Orleans*, and the gunboat *Callao*, have arrived from Canton.

THE Central Fire Station is undergoing repair. A coat of paint has been needed for a long time past.

H. E. YUAN Shih-kai has persuaded Peking that it is too early to send the proposed mission to the Western Courts to discuss the future of Manchuria.

During the week ended 8th inst., three cases of enteric fever were notified, two of which, Japanese, were imported from Canton.

THE Pollard Lilliputians are due here in a few days, and reference to our advertisement columns will show what a treat we have in store for us. Booking for the first week's entertainment is to be opened at Robinson's Piano at 10 a.m. to-morrow.

CAPT. IN Jones of the s.s. *Hongshan* is confined to his bed with fever, at his house in Macao. In the mean time, Mr. John Boardman, the erstwhile Chief Officer, has control of the bridge. Mr. Coghil, who was for some time in the Douglas Steamship Company, is acting Chief Officer of the vessel.

At the Supreme Court, this morning, before His Honour, Judge T. Sercombe Smith, a Chinese named Kwok Shui Ting, sued the Yuen Ling firm of Hongkong for the recovery of a sum of \$51,500 being money due on a promissory note for \$50,000, dated March 11th 1904, and \$30,000 money lent on May 9th of the same year. Plaintiff furthermore claimed interest until payment or judgment. Mr. O. D. Thomas appeared for the plaintiff, who obtained judgment with costs.

INSPECTOR Williamson this morning charged the master of a junk before Mr. Kemp, for sailing in the waters of the harbour on Saturday night without exhibiting any lights, as required by the Harbour Ordinance. The Inspector pleaded for severe measures against the culprit, pointing out the great danger to navigation to be allowed to move about the harbour without lights with impunity, and in defiance of the harbour rules. His Worship severely reprimanded the man, but as it was his first offence he fined him \$7 or 14 days.

"The cruise of the *Glória* in verse, together with songs, poems and dialogues," is a large collection of matter of varied interest, most of which would have been all the better for a free use of the blue pencil before publication. The author does not reveal his identity and apologises for trespassing upon the reading public by expressing the hope that they may help to pass away a dull hour. Had they been written with a care they would, in all probability, have served their purpose, but as they stand at present they can be commended to no one. Should the more venturesome pry into the pages they can make a start with the dialogues, which may induce them to try the verse. Messrs. Kelly and Walsh have produced a well-printed volume, which should assist the author in getting his work before the public.

WILLIAM McCormick, an unemployed seaman, who was remanded to the House of Detention as being a vagrant, and without any visible means of subsistence, and who disappeared from the House some time ago, was found lying drunk and incapable in the gutter outside the Fire Brigade Station in Queen's Road Central, last night. He was removed to the Central Station, and this morning Inspector Gourlay placed him before Mr. Kemp on the two charges of failing to return to the House of Detention, and of being drunk and incapable on the public street. Defendant said he had been seek in the Government Civil Hospital for some time and that was why he had not returned to the House, but it was proved that he was discharged from the Hospital three weeks ago. He was sentenced to one month's hard labour for "failing to return," and fined \$2 or a further 7 days for being drunk and incapable.

MR. J. Sibbit, head tank-keeper at the Hongkong and Whampoa Dock Company, at Kowloon, charged his house-boy with the theft of \$5 from the pocket of a pair of trousers. It appears Mr. Sibbit had put a \$10 and a \$5 note, wrapped together, in his pocket, and threw his trousers on a chair, while he went and sat in the verandah for a while. On returning after a few minutes, he got dressed and then proceeded to gather his goods and chattels from the pocket he had just discarded. In doing so he discovered that the \$5 note, had disappeared. He called the boy and told him of the loss, when the latter said, "it must be that confound the very tricky man." Mr. Sibbit told them to find the crook, "chop, chop," and followed his boy into the kitchen, when he noticed the latter looked very scared, and suddenly grabbed his knee with both hands. But he was too late; a \$5 note slipped out of the loose leg of his trousers, which was identified by Mr. Sibbit. Mr. Kemp sentenced the boy, who was only fifteen years of age, to 48 hours' detention, and to receive 20 strokes with the birch.

A MILITARY expert in a conversation attached much importance to the recent casualty list from before Port Arthur. We have all been learning, he said, that the Japanese private is a "first-class fighting man," but the official figures of the fights to gain some of the forts speak volumes to the military observer. In one battle recently the Japanese commander reported 2,600 casualties, in the ranks and 63 officers. Roughly, that is one officer for every 40 men put out of action. Translated by the expert, these figures prove that troops have never taken the field who needed less leading than the brave little sons of Dai Nippon. In the Franco-Prussian War, which is always taken as the standard of measurement, what were the figures on the German side in some of the bloodiest encounters? At the battle of Worth, one officer was killed to every 27 men. At Colonoberg one to 22; at Spicheren one to 24, and at Gravelotte one to 22. The Germans in 1870 were allowed by all experts to be far ahead of their opponents in soldierly discipline and capacity; yet these wonderful Japs in the terrible hand-to-hand struggles before Port Arthur have in the face of improved arms of precision practically doubled the figures which were thought so high a testimony to German "morale."

THE "SHELL" TRANSPORT & TRADING CO. LTD.

Following is the directors' report submitted to the shareholders at a meeting held on the 1st of September, 1904.

In accordance with the undertaking contained in the last report approved at the meeting of 22nd December, 1903, your Directors had hoped to place before you the adjustment of the accounts as compared with the estimated figures for the year 1903, but in view of your auditors requiring to have before them the accounts for the year ending the 31st of December, 1903, before they certify final figures, your directors regret that it is not yet possible to do so. They are, however, able to state that apparently the adjustment entails the alteration of the profits for the year from £219,566 13s. 9d. to £228,644 4s. 4d. a difference of £9,077 11s. 8d. Your directors take the earliest opportunity of meeting you, after ascertaining the last-mentioned figure, but it is impossible for them to at the same time submit accounts for the year 1903, and you will be asked to pass a resolution adjourning the meeting in order that the profit and loss account and balance sheet may be made up in certain respects on the lines indicated below, so soon as the accounts are received from the Asiatic Petroleum Co., Ltd., for the first and second halves of the year 1903, the accounts of your company depending on them.

The interest due to you from the Nederlandsche Indische Industrie en Handel Maatschappij, for which credit was previously taken, will be treated as revenue for 1903.

Very important developments have taken place in the position of the company, in so far as their participation in the European business is concerned. The cost of shares in the Petroleum Productie Actien-Gesellschaft, shown in the last balance sheet at £98,500, has been increased to about £161,250, representing one-third of the present paid-up capital of the company, which has been raised to 9,000,000 marks (the remaining two-thirds having been subscribed equally by the Deutsche Bank and the Steara Romana Actien-Gesellschaft Fur Petroleum-Industrie). A strong distributing company has thus been established, which has acquired the whole of the installations for kerosene, benzene, etc., constructed by your Company in Europe. Agreements have been entered into with sundry producers, securing the consignment of supplies for sale by the Petroleum Productie Actien-Gesellschaft.

A contract has also been entered into by which ocean transport is secured to your company.

In view of the organisation by both American and Russian producers, your directors decided that it was in the best interests of this company to ally themselves with producers, and it being obvious that prices ruling for kerosene are not based on cost of production, but on reasons of policy, in thus acting as distributors on producers' account, risk attending merchants' business are minimised.

It is with much pleasure that your directors are able to announce that the position and prospects of the Nederlandsche Indische Industrie en Handel Maatschappij have very materially improved. The production of crude oil from the Borneo fields during 1903 was 153,486 tons as compared with 122,600 tons during 1902. The production for 1904 to the 27th of August has been 186,359 tons, made up of approximately 53,000 tons during the first three months and about 133,000 tons during the following (about) five months. The increase is notwithstanding that during the latter period owing to the impossibility of storing the oil, wells of great capacity have had to be shut down, and in spite of having exported 10,650 tons of crude oil, the accumulated stock on the 27th of August was still over 30,000 tons. Active and energetic steps have been taken to practically double the refinery capacity, which is only capable at present, under extreme pressure, of treating 6,000 tons of crude oil per week, and when the extensions are completed there appears to your directors little doubt but that ample crude oil will be obtainable to give the refinery full employment.

A steamer of light draft to carry 7,500 tons is now in course of construction, and due for delivery during the year. This steamer will be utilised to supplement the present local transport facilities, so that they may about equal the capacity of the refinery when completed.

The Nederlandsche Indische Industrie en Handel Maatschappij has decided, with your directors' approval, that the working period of the concessions commenced on the 1st January, 1904, and that a re-valuation should take place of the company's assets as on the 31st December, 1903. This re-valuation has been made, and all interest up to that date has been added to the cost of the various portions of the works. As a partial set-off, the proceeds of the oil disposed of during the construction period has been treated in reduction of the total capital expenditure.

The re-valuation has been of the company's local actual assets (other than the value of the rights on the territories), and all disbursements up to date, including clearing the jungle, exploration, development, etc., over and above the valuation, have been passed to the debit of concessions' account.

The local books have been audited by Mr. G. Derrick, a fully qualified and well-known accountant of Singapore.

With the object of more conveniently defining the financial relations between the two companies, it has been decided to place the indebtedness of the Nederlandsche Indische Industrie en Handel Maatschappij to your company in the form of bonds, bearing interest at 5 per cent. per annum, repayable from time to time by the Nederlandsche Indische Industrie en Handel Maatschappij, as its funds permit. In addition a scheme of amortisation, which is thought to be more in accordance with the conditions, has been adopted, and the agreement with your company temporarily suspended.

The company's interest in the ordinary shares of the Nederlandsche Indische Industrie en Handel Maatschappij remains.

The directors retiring by rotation are Mr. Henderson, Mr. Jardine, and Mr. Hunge, all of whom, being eligible, offer themselves for re-election. (Signed by order of the board),
E. C. SMITH-KAWES,
Secretary.

INTERPORT CRICKET.

The Interport Team Selection Committee, invite the following players to make use of the nets specially reserved for their use at the East end of the Cricket ground:—
Lieut. Airy P. M. Heath, 114th Mahratta
R. E. O. Bird Frank Lammert
C. M. G. Burdett L. F. W. Lumden R.M.
Major Chichester A. O. Lang
J. Clark A. R. Lowe
W. Daniel Frank Maitland
J. T. Dixon G. H. Mackay
W. B. Dixon A. Mackenzie
Dr. Forsyth Major Moss
J. R. Gillingham T. E. Pearce
R. Hancock Capt. H. W. Smith R.A.
H. Hancock T. S. Smith
A. G. Ward
Sg. Major Webb

THE HONGKONG GYMKHANA CLUB.

The fourth meeting of the Hongkong Gymkhana Club, which, after a necessary postponement from the previous week, took place on Saturday, was a success from every point of view. The ancient valley was seen at its best. Football and cricket enthusiasts were opening what promises to be one of the most successful seasons in the annals of Hongkong athletics, and the merry "gee-gee," and, at one time any how, the most humble of humble mokes traversing the now beautiful course, completed a picture of youth and enthusiasm, which must give us, old men, pause. There was a remarkably large attendance, greater in fact than at the previous meeting, and all enjoyed the sport provided by the Committee, assisted as they were by the energetic Hon. Sec. (Mr. G. K. Hall Brutton). H.E. the Governor, Major Sir Matthew Nathan, R.E., K.C.M.G., arrived before the first saddling bell, and was, as usual, received on all hands with the greatest cordiality. The officials were:—Committee, the Stewards of the Hongkong Jockey Club, (Ex-Officio), Messrs. P. Alderton, T. F. Hough, J. F. Knox, R.N., Cap. Nugent R.A., and Mr. G. H. Potts. Mr. J. A. Jupp, was Clerk of the Scales, Mr. H. P. White, Judge; Mr. G. H. Potts, Starter; Mr. W. W. G. Ross, and Starter; and Mr. G. H. Brutton, Hon. Sec. and Treasurer. By kind permission of Lieut. Col. C. N. Watts and the officers of the 1st Battalion Sherwood Foresters, the band of the regiment played the following selections:—March, "King Cotton," Sousa; overture, "La Reine d'un Jour," Adam; selection, "Dorothy," Cellier; walse, "Angelo Mio," Pecorini; selection "A Runaway Girl," Caryl; "Grossmutterchen," Langer; walse, "Premier Printemps," Margis; regimental march, "The Young May Moon." Six events were coloured on the card, the most important of which was the Club's Challenge Cup, *Ca Canny*, so popular in Hongkong racing circles, easily carried off the prize, thus securing for Mr. Johnstone absolute possession of the trophy. The Distance Handicap provided some good sport, but even the Hon. W. J. Gresson, good horseman as he is could not make the donkey go. Generally speaking, the sport was of the best, though in the Ladies' Nomination Race, no rider came through the screen. The race was awarded to Mr. Paterson, although Mr. Johnstone was first over the course, but was thrown on approaching the screen, his mount positively refusing to encounter the peculiar form of opposition. We append details of the various races:—

1.—3.30 P.M.—THE O. S. CUP PRESENTED.—One mile and a quarter flat race.—Handicap. For all China ponies. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Jockeys who have never won an official race in Hongkong or China allowed 5 lbs. Entrance fee \$5; and prize \$25.
Capt. Ward's *Royal*, 10st. 11lbs., Mr. Johnstone 1
Mr. Hall Brutton's *Little Momo*, 11st. 4lbs., Owner 2
Mr. G. H. Potts' *Pandur*, 11st. 3lbs. Hon. Gresson 3
Mr. Godfrey Master's *Grafton*, 11st. 2lbs., ... Owner 0
Mr. Inglis' *Eclipse*, 10st. 3lbs., Owner 0
Mr. F. Ellis' *Once More*, 9st. 11lbs., Owner 0
Mr. W. G. Clarke's *Standard*, 10st. 2lbs., ... Owner 0
Mr. Craig's *Alarm*, 10st. 12lbs., Owner 0
2.—4 P.M.—THE WALTON CUP. Presented.—Hurdle race. For China ponies. Catch weights 10st. 10lbs. Ponies, winners of one jump race to carry 3 lbs. extra; of two more jump races 6 lbs. extra. Jockeys who have won an official race in Hongkong or China, penalized 2 lbs. Distance about 1 mile. Entrance fee \$5. And prize \$25.
Mr. Woodgate's *Starling*, 11st. 11lb., Mr. Alderton 1
The Hon. W. J. Gresson's *Gleburn*, 11st. 11lb., Owner 2
Mr. J. Paterson's *Zufall*, 10st. 13lbs., Mr. Johnstone 3
Mr. Gillingham's *Muscatel*, 10st. 10lbs., ... Owner 0
Mr. Babington's *Rocket*, 11st. 3lbs., ... Mr. Rutherford 0

3.—4.30 P.M. LADIES' NOMINATION. Gentlemen to start mounted, ride to nominator, dismount, nominator will tie a white dress tie round the gentleman's collar and will hand a dress swallow-tail coat (supplied by competitor) to rider who must put it on and gallop back to winning post through a screen. No whips, spurs or bandages over horses' eyes allowed. The screen must not be broken by the hand, elbow or foot of rider. White ties supplied by the Club. Entrance fee \$5. Two prizes presented by the Club.
Mr. J. Johnstone, nom. by Miss Bird, ... 1
Mr. W. Clutterbuck, nom. by Mrs. Peter, ... 0
Mr. J. Patterson, nom. by Mrs. Gedger, ... 0
Mr. Rutherford, nom. by Mrs. Tulloch, ... 0
Mr. Hall Brutton, nom. by Mrs. Hall Wright, ... 0
Mr. Hodson, nom. by Miss Watts, ... 0
4.—5 P.M.—DISTANCE HANDICAP. Open to all comers. For all horses, ponies and donkeys. Description (whether Waler, country bred, China pony or donkey, &c.), name, and height of animal and standing weight of rider to be given. Entrance fee \$5. First prize presented by the Club.
Mr. D. MacDonald's *Arangoque*, ... 1
Mr. F. Ellis' *Once More*, ... 2
Mr. H. A. Seth's *Donkey*, ... 3

5.—5.15 P.M.—THE GYMKHANA CLUB CHALLENGE CUP. Value \$250. For all China ponies. Weight for ponies as per scale. Winners of an open race or open griffin race 5 lbs. extra; non-winning subscription griffin allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. To be won by the pony scoring most marks in the races for the cup by the end of the club's season, counting 4 for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup. Penalties accumulative up to 15 lbs. One Mile. Entrance fee \$5; to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the club funds. At the conclusion of the season a cup will be presented to the owner of the pony obtaining the second highest number of marks.
Mr. Johnstone's *Ca Canny*, 11st. 11lbs., Owner 1
Mr. G. H. Potts' *Desert King*, 11st. 5lbs., Hon. Gresson 2
Mr. Hall Brutton's *Little Momo*, 11st. 5lbs., ... Owner 0

Mr. G. Potts' *Pandur*, 11st. 8lbs., Mr. Alderton 3
In the connection, we add the number of points of the various Competitors:—
Mr. J. Johnstone's *Ca Canny*, ... 12
Mr. G. H. Potts' *Desert King*, ... 6
Mr. G. K. H. Brutton's *Little Momo*, ... 6
Mr. W. G. Clarke's *Standard*, ... 3
Mr. Percy's *Discord*, ... 1
6.—6 P.M.—THREE FURLONGS FLAT RACE.—For all China ponies. Catch weights. Entrance fee \$5; First prize presented; 2nd prize \$25.
Mr. Gordon Mackie's *Fun*, Owner 1
Mr. D. MacDonald's *Arangoque*, ... 2
Mr. Clarke's 2
Mr. G. H. Potts' *Desert King*, Hon. Gresson 3
Mr. Inglis' *bik*, *Eclipse*, Owner 0
Mr. Woodgate's *g*, *Starling*, Mr. Alderton 0
Mr. Johnstone's *g*, *Don Wylly*, Owner 0
Mr. Gillingham's *g*, *Muscatel*, Owner 0
Mr. Babington's *g*, *Rocket*, Mr. Rutherford 0

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

EARLY CLOSING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—As a purchaser from the various local stores, I would like to give expression to the regret I felt when I noticed, and on making inquiries was informed, that one of the well known firms in Des Voeux Road were keeping their establishment open until 6 p.m. daily, (Saturdays excepted) instead of closing at 5 p.m., the recognised time, I believe, between the European stores. It does really seem a pity that the employees of this firm should have to undertake another hour's duty daily at a time of the year when the weather is so favourable for recreation; closing at 6 p.m. practically precludes the employees from taking recreation before dinner, whereas shutting shop at 5 p.m. would enable them to enjoy a walk, a cycle, or a game of tennis, before dinner. This in itself, would stimulate the employees, and make them more able to cope with their following day's duties. It is to be hoped the womenfolk of the Colony will not uphold in my opinion,—such a retrograde movement and will do as the writer intends doing and make purchases between the hours of 9 a.m. and 4 p.m. and so help a deserving class of the community.
I enclose my card, and remain yours,
OBSERVER.
Hongkong, 10th October, 1904.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—
On the 10th at 11.35 a.m. The barometer has risen in the Philippines and in N. Japan and fallen slightly elsewhere.

The anti-cyclone over N. China yesterday would appear to be moving eastward. The area of low pressure remains to the east of Luzon.

Fresh N.E. monsoon will prevail in the Formosa Channel, and moderate N.E. monsoon over the greater part of the China Sea.
Forecast:—Moderate to fresh N.E. winds, "inc."

It has been decided to issue spectacles to soldiers with defective sight in a number of selected regiments in India. The measure is experimental, and after a year's trial a report will be made as to the result.

The story of the Russian attack on an island in the Kuriles, and the ill treatment of the women and children is now to a great extent confirmed. Steps have been taken to send assistance to the islands and find out the exact truth.

SHIPPING AND MAILS.

MAILS DUE.

German (*Sachsen*) 11th inst.
German (*Princess Alice*) 11th inst.
Australian (*Tissot*) 13th inst.
Canadian (*Toriar*) 14th inst.
American (*Korea*) 18th inst.
Indian (*Kamsang*) 20th inst.
Canadian (*Empress of India*) 21st inst.
American (*Siberia*) 4th prox.

The P. & O. S. N. Co.'s *Managon* left Singapore for this port on 8th inst., at 6 a.m.
The Java-China-Japan *Lijn* s.s. *Tijlman* left Kobe for this port on 8th inst., and may be expected here on 16th inst.
The Java-China-Japan *Lijn* s.s. *Tijlman* left Macassar for this port on 9th inst., and may be expected here on 17th inst.
The Imperial German Mail s.s. *Sachsen* left Shanghai on Saturday at 11 a.m., and may be expected here on 17th inst., at 4 a.m.
The P. & O. S. N. Co.'s *Siberia* will mail, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on 7th inst.

TELEGRAMS.

(Reuter's.)

Russian Cruisers in the South Pacific.

LONDON, 7th October.

Reuter's correspondent at Melbourne wires that the Admiral has ordered the *Cadmus* and the *Pyades* to the Torres Straits, where Russian cruisers are reported.

Mr. Arnold Forster on the Army.

Mr. Arnold Forster, speaking at the Cutlers' feast at Sheffield, said the impression made on him by his year's administration of the War Office was one of grave concern. He was not satisfied that we had learned the lessons of the conflict in east and south Africa. He had great sympathy with conscription, but did not believe we should gain all the benefits expected from it. We must put our military house in order. An army was not wanted for sport and recreation, but to win when it fought.

LATER.

Vladivostok.

Reuter's correspondent at Tientsin wires that a German steamer which has returned to Tientsin after running the blockade at Vladivostok reports that the city is heavily fortified and the harbour mined.

Lady Curzon's Illness.

Lady Curzon has had a serious relapse and grave fears are entertained.

Lord Lansdowne on Mediation.

8th October.

Lord Lansdowne replying to a correspondent said that neither belligerents having expressed a desire for mediation, His Majesty's Government does not consider it could advantageously appeal to Russia or Japan to desist from hostilities.

Russian Volunteer Cruisers.

The *Smolensk* is coaling at Havre.

(Cablegrams.)

San Francisco, 4th October.

In a dispatch to St. Petersburg, General Kuropatkin states that since the fighting at the Da piss his scouts have failed to locate the Japanese commanded by General Kuroki.

Several detachments of Cossacks are scouting the country to the north-east of Khotling.

It is believed that the Japanese general, with a large column, intends crossing the Hun river near its source, advancing on Mukden along the right bank of the river.

Later.

Considerable speculation is being indulged in by military critics as to the whereabouts and probable intention of General Kuroki and his column.

It is generally believed that an effort is being made to prevent a repetition of the successful retreat of the Russians from Liaoyang.

The Russians are reported to have all preparations made for a hasty retreat from Mukden.

There are now very few troops south of the river.

The Japanese advance is reported to be slow on account of the difficult nature of the country around Mukden.

San Francisco, 5th October.

General Kuropatkin reports to St. Petersburg that his scouts have located the column under General Kuroki which has been causing anxiety for several days.

The column is at Bensihur, somewhat to the south of Mukden and almost 50 miles from the city.

San Francisco, October 4.

In a statement made to-day defining his position on the fiscal question Mr. Ballour, the British Premier, said that in the event of the policy of protection being adopted, he would retire.

San Francisco, October 6.

The fiscal campaign in Great Britain is being waged with great vigour and it is believed a crisis in the country over this question will be reached shortly.

In a stirring speech made yesterday Joseph Chamberlain reiterated his doctrine of protection and strongly arraigned the policy of free trade which he declared is now ruining the country.

He asserted that to-day there are thirteen million Britons underfed as a result of the disadvantage under which the country is labouring in competition with protectionist countries.

Chamberlain's campaign appears to be gradually winning support and gaining more adherents to his doctrine.

THE genius of the Japanese for imitation has evidently impressed the British Consul at Yokohama, for in his report he sets forth an alarming list of articles which the Japanese originally imported from us, but which they are now able to make much better themselves. Where any foreign article has caught the native taste, he says, as in the case of cigarettes, clocks, hanging lamps, bicycles, cloaks, and many other articles of daily use, the Japanese invariably succeed in turning out locally a cheap imitation suited to their wants. He instances the case of cotton piece goods, the trade in which with Manchester has been partially killed by native production. Cotton velvets, for clog strings, are turned out at Hamamatsu good enough for Japanese imports at sevenpence a yard, while the imported article would cost ninepence. This is certainly alarming to the foreign manufacturer, but the Consul does not suggest that we can compel the Japanese not to manufacture these things, nor is it possible to stop sending them the goods of which they are able to produce the imitations.

THE HONGKONG TELEGRAPH, MONDAY, OCTOBER 10, 1904.

CAPTAIN'S MONEY AND PURSER'S WATCH STOLEN.

An unfortunate experience has befallen the Captain and Purser of the big Pacific liner *Manchuria* during their stay in Hongkong. The *Manchuria* arrived in Hongkong from San Francisco on her maiden trip on Tuesday morning, and being one of the largest carriers that have visited this port, cast her anchor (the Pacific Mail Co.'s buoy is not yet in position) at a point between the west end of Stonecutters Island and West Point. She is now lying there receiving and discharging cargo. The vessel has attracted a good many Chinese craft, being surrounded with sampans, junk, cargo boats and lighters since she dropped anchor. Hongkong's reputation for harbour thieving was well known on board and the precaution was taken of locking the cabin doors but it appears that a thief or thieves, having watched patiently for a suitable opportunity, invaded the Purser's office and Captain's room on Thursday morning. It is supposed that entrance and exit were obtained through one of the ports inadvertently left open. At all events, Captain Saunders when he returned to his cabin, found himself minus \$52 in hard cash, and the Purser on looking around found that a valuable gold time keeper had been abstracted from the pocket of a waist-coat hanging on one of the pegs in his room. The thief or thieves had evidently been in a great hurry because other valuables and money lying in unlocked drawers were untouched. The Police were communicated with and are making the necessary investigations, but up to the time of writing with no success. The money stands little chance of being recovered now, and as for the gold watch it is either being sported by some Canton dandy or has passed through the smelter's crucible.

HONGKONG STEAM WATER BOAT CO., LTD.

An extraordinary general meeting of the above Company was held at noon to-day. Mr. Chau Siu Ki presided, and there were also present, Messrs. Francisco Tse Yat, J. W. Kew (Manager), G. C. Moxon, Dr. C. T. Kew and H. J. Gedge (Solicitor).

The Manager having read the notice calling the meeting, the Chairman said: Gentlemen, I cannot add anything further to what I said at the last meeting, and I now propose that the resolutions which were passed at the extraordinary general meeting held by this Company on the 22nd day of September 1904 be now confirmed.

Mr. G. C. Moxon seconded the motion, which was carried unanimously.

The Chairman thanked those present for their attendance, and the meeting terminated.

LAWN BOWLING.

PRIZE COMPETITION AT KOWLOON.

The finals for the Championship, the President's and Vice-President's prizes of the Kowloon Bowling Club were played on Saturday afternoon. The lawn was in first-class order, and there was a large muster of ladies and gentlemen who took a keen interest in the play. The finalists were, for the President's Prize (presented by Mr. J. Macdonald), Messrs. J. Galt and G. Edwards, for the Vice-President's Prize (presented by Captain A. Milroy), Messrs. J. Macdonald and G. Galt, and for the Club Championship Messrs. J. Macdonald and J. Henderson. The various matches resulted as follows:—

CHAMPIONSHIP.

J. Macdonald J. Henderson

1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0

PRESIDENT'S PRIZE.

J. Galt G. Edwards

1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0

VICE-PRESIDENT'S PRIZE.

Galt Macdonald

1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0

THE SUPERIORITY OF BRITISH SHIP-BUILDING.

SOME FACTS REGARDING THE "AGINCOURT."

The result of the examination of the s.s. *Agincourt*, during her brief stay in Hongkong Docks, reveals in a striking way the superiority of British ship-building, and recommends her builders and engine fitters to the consideration and congratulation of marine circles in every part of the world.

A *Telegraph* man had the privilege of an interview with Mr. F. G. Aiken yesterday, and gathered some facts regarding the *Agincourt*, which, so far have not been recorded. Mr. Aiken was the guarantee engineer and came out with the vessel after her completion on Tyneside some six months ago, and was acting chief engineer when she stranded on Hainan Island in August last, the direct result of the now almost memorable typhoon.

The *Agincourt*, which has a dead-weight capacity of 7,000 tons was built on the Tyne by the influential syndicate controlled by Sir Christopher Furness, the old firm of the later Sir William Allan & Co., of Belleville Boiler Works of Sunderland, and notwithstanding the fact that she was on the beach for two months, and bore the stress of three subsequent typhoons, her machinery remained intact. When the salvage crew arrived, they found the engine room full of water, but when this was pumped out, Mr. Aiken had no difficulty in getting up steam on the vessel. Then she had to be sunk owing to the weather, and pumped out again. Her engines, however, responded to the call of the engineer, and had it not been for the sand choking her pumps, she would have been brought up to Hongkong under her own steam.

Although the lower furnaces were under water, the boilers after being opened out in the dockyard show no signs of leakage. The *Agincourt* was floated out of dock at seven o'clock this morning, to make room for ships of more urgent necessity, and is now awaiting final orders. Mr. Aiken represents Lloyd's and the underwriters, to whom the ship now belongs, and although it is not improper to say that she will be put up for auction and sold locally, yet it is not considered that the necessary repairs will cost more than the remaining margin on the hull. Mr. Aiken describes the *Agincourt* as the strongest hull on the China coast, and expresses, the opinion, based on many years' experience that under similar conditions, the majority of steamers would have broken up. She is a standing credit to her makers and engineers, and to Tyneside workmanship in general.

MARINE COURT.

DISOBEDIENCE OF LAWFUL ORDERS.

This morning Inspector Kerr, of the Water Police, charged Cheung Kam, master of the steam launch *Lee Ping*, before Hon. L. Barnes-Lawrence, for refusing to stop his launch when called upon to do so on the 9th inst. The inspector stated that about 7.30 a.m. on the 9th inst. he was following the s.s. *Bourbon* into harbour, and saw the defendant's launch approach and follow the steamer. Shortly afterwards a sampan left the steamer's side, where she had been hanging on, against the regulations of the Port, and made fast to the launch. Witness blew the usual police-blast on his whistle for the defendant to stop, but instead of doing so, he ported his helm, and sheered off, dropped the boat, and returned to the *Bourbon*.

By the Court: The *Bourbon* was still under way; defendant did not make fast to the vessel.

Inspector Langley stated that the signal in question, four blasts on the whistle, is provided for in the Police Regulations, and is thoroughly well understood in the harbour.

By the Court: Witness's object in stopping her was to take the number of the sampan she had been towing, as the latter had been breaking the Port Rules. He believed the launch and sampan were acting in concert, as the custom is for the sampan to put fouts on board, and the launches afterwards collect passengers.

The defendant said that on being followed by the Police boat he stopped. He took the sampan in tow, because he was asked to do so, but got no money before taking her in tow.

Inspector Langley said he had frequently seen this launch towing sampans, containing boarding house runners, to arriving steamers. The owner of the launch said he employed her for towing boats, including sampans. Sometimes the owners of boarding-houses engaged the launch to carry passengers.

The Marine Magistrate said that the want of attention paid to the regulations of the harbour was very marked, and in order to ensure the same being properly safeguarded, the water police must receive every support the law entitled them to. For not obeying the summons to stop the master of the *Lee Ping* was sentenced to pay a fine of \$100, or one month's imprisonment.

BREACH OF PORT RULES.

As a sequel to the above case Inspector Kerr charged Kwok Yung Shu and two others, masters of rowing boats, for unlawfully making fast to the s.s. *Bourbon* whilst under way within the waters of this Colony.

His Worship said: These cases have become a nuisance to the vessels visiting this Port, and are a danger to navigation and a source of difficulty and annoyance on board, both to passengers and the crew. They show a total disregard to the Harbour Regulations, which (and the more generally this is known the better) I am determined to see properly carried into effect. The first and second defendants, Kwok Yung Shu, and Chan Hoi Kam, are to be fined \$50 each, or 14 days' imprisonment, and the third defendant San Fuk, \$30 or 7 days' imprisonment.

LOCAL ATHLETICS.

The Hongkong Cricket Club's first eleven antagonised twenty-one "all comers" on Saturday afternoon to signalise the opening of the season. The Club took the field and disposed of their somewhat numerous adversaries in quick time for a total of 133. J. T. Dixon took a good deal of credit unto himself in the bowling department, securing no less than eight wickets for 28 runs, whilst Maj. Chichester took four at an average of six runs apiece. The first eleven then faced the music, but cut up very badly. Only R. Hancock, who captained the team, and Judge Sercombe Smith offered any resistance, and they were all put out of commission for the miserable sum of 56. Though not exactly following on, the cracks of the club batted a second time, and then gave a much better account of themselves, totalling 119 runs for the loss of five wickets, when stumps were drawn. Taking all in all, the play was good, even if at times the fielding was a little loose. Nothing otherwise however could be expected. The full scores and bowling analyses are as follows:—

ALL-COMERS.	
1st Innings.	
Lt. Airy b Pearce	4
A. MacKenzie c Chichester b Bird	21
J. Hooper c sub. b Bird	22
Major Musc c Chichester b W. Dixon	14
F. C. Butcher, b Bird	1
W. E. Dixon, c J. T. Dixon b Davies	15
V. de Paris, R.N., c Smith b Davies	9
F. Lammert c H. Hancock b Chichester	9
C. A. Parker, R.N., b W. Dixon	1
Lt. A. C. Butt, R.M.L.I., c and b J. T. Dixon	0
Lt. A. Oliver, R.N., c Pearce b J. T. Dixon	4
Rev. W. Wells b J. T. Dixon	11
W. Daniel c Heath b J. T. Dixon	3
J. P. Jordan, b J. T. Dixon	0
F. C. Gray, c Pearce b J. T. Dixon	1
J. W. C. Bonner c Pearce b J. T. Dixon	0
Dr. Atkinson b Chichester	2
A. R. Lowe, not out	6
D. Wood, b Chichester	1
S. A. Seth, c J. T. Dixon b Chichester	1
H. W. Sayer, c Hancock, b J. T. Dixon	2
Extras	6
Total	133

BOWLING ANALYSIS.	
Both Innings.	
J. T. Dixon	8 28
F. E. Pearce	1 12
T. S. Smith	0 16
Major Chichester	4 24
R. E. O. Bird	3 1
W. Dixon	2 13
P. G. Davies	2 15

FIRST XI.	
R. Francoeur (capt.) c Lowe b W. Dixon	16
T. S. Smith c and b W. Dixon	13
Lt. P. M. Heath (10th Mah.) l.b.w., b W. Dixon	3
J. T. Dixon c Hooper b W. Dixon	4
T. E. Pearce c Atkinson b Daniel	1
Major Chichester b Daniel	6
Capt. P. G. Davies c Gray b W. Dixon	2
W. Dixon c Sayer b Daniel	0
R. E. Bird b W. Dixon	3
H. Hancock, not out	1
A. G. Ward c Butcher b Daniels	6
Extras	1
Total	56

2nd Innings.	
A. G. Ward, st. de Paris b Airy	16
H. Hancock c Bonnar b F. Lammert	19
Lt. Heath, st. de Paris b Butcher	36
R. Hancock b Butcher	39
T. Pearce c Atkinson b Butcher	6
J. Dixon, not out	2
Extras	1

BOWLING ANALYSIS.

1st Innings.	
W. Daniel	4 37
Walter Dixon	6 18

2nd Innings.	
Lt. Airy	1 49
F. Lammert	1 39
F. C. Butcher	3 22
A. Mackenzie	0 8

The Civil Service put up an even game with a selected team from the Royal Garrison Artillery, and the result was just a toss up, as the subjoined scores show:—

F.C.A.	
Sergt. Hilderbrand, c Andrews, b Witchell	21
Sergt. Longbottom, b Weaver	26
Sergt. Arthur, b Weaver	20
Sergt. Woods, c Wheeler, b Andrew	1
Major Thurlow, not out	15
Sergt. Thomas, c Pitt, b Andrew	7
Sergt. Felder, c and b Witchell	1
Sergt. Allen, c and b Weaver	3
Sergt. Wadsworth, b Witchell	1
Sergt. Perrynan, c Lambie, b Weaver	4
Sergt. Crouch, c Witchell	4
Extras	3
Total	106

CIVIL SERVICE.

Lambie, b Woods	19
Witchell, run out, b Thurlow	23
Raven, c Thomas, b Thurlow	17
Weaver, b Woods	0
Robin, run out, b Thurlow	5
Andrews, c Thurlow, b Arthur	1
Bissell, b Thurlow	0
Brown, not out	4
Pitt, not out	10
Gourley, did not bat.	
Conolly, did not bat.	
Extras	3
Total	82

BOWLING ANALYSIS.

F.C.A.	
Raven	8 34
Witchell	9 39
Weaver	8 10
Andrews	3 13

The first meeting of the Hongkong Cricket League this season, was held on Saturday evening

when there were present Messrs. A. O. Brown (Craigengower), P. W. Goldring (H.K.C.C.), J. Parkes (Kowloon C.C.), L. E. Velt (Civil Service C.C.), Sergeant Skinner (A.O.C.), Corporal Meggs (3rd Co., R.G.A.), J. J. Dobbyn (H.K. and S.B.R.G.A.), Sergeant-Major Wilson (R.A.M.C.), B. K. Mehta ("Ar ee C."), upper Mann (R.E.), Inspector Langley (Police R. C.), and A. E. Asger, Hon. Secretary. In the course of the evening it was decided not to allow the Hongkong Cricket Club or any other Club to enter more than one team, whilst a sly arrow was shot at the newly formed Kowloon Cricket Club in the shape of a hastily conjured additional "new" rule, that no team should compete unless "it" had a ground. Is it "calculus"? One wonders. Anyhow Kowloon means to play, and possibly foster the national pastime.

The Victoria One Design Sailing Club, made its bow to the Hongkong public as the result of a private meeting held at Mr. E. M. Hazell's office on Friday evening. Mr. F. Howell, proposed that the one design to be adopted by the club should at least hold good for five years, as the introduction of any new design would ruin the sport which the club was introducing. This had been the case with the old Corinthian Sailing Club. Mr. Redie asked that a committee draw up rules to be submitted at a general meeting of the club. This suggestion was carried and the following were appointed on the committee: Messrs. E. M. Hazell, C. W. Kew, Inspector Hanson, F. Howell, M. Macfay, and J. Redie. Mr. Redie consented to fill the position of hon. secretary and treasurer *pro tem*. The subscription to the club was fixed at \$5 per year and 21 names were handed in. Four boats are being built and four more are to be taken in hand as soon as these are completed. Ten boats are considered to be practically certain. A challenge cup will be provided to stimulate interest in racing, and numerous other events for prizes will be arranged as the club gets into working order. The dimensions of the design adopted are:—length 21 feet; beam 5 ft. 9 inches; draught 1 ft. 7 inches; extreme draught with centre, board 4 ft. 3 inches. The boats are built to carry a total area of 235 feet of canvas. The total cost of construction will be \$300.

COMMERCIAL.

FREIGHT.

Writing under Saturday's date Messrs. Lamke and Rogge report:—

Chartering operations during the past fortnight have not been on quite as large a scale as during the preceding period, though the somewhat smaller amount of business that has come to pass, is not attributable to any falling off in demand, but is chiefly owing to the difficulty in meeting inquiries, tonnage being so extremely scarce. The market, generally speaking, has ruled as firm as before and freights are not likely to decline for some time to come.

From Saigon to this, a strong demand has prevailed throughout the fortnight, but the scarcity of tonnage has been restrictive to business and even the improved rate of 25 cents per picul, which has been willingly paid, could not influence a larger amount of chartering. There are only a few fixtures on record.

The Saigon/Philippine market has been rather disappointing. At time of writing last, there was every indication of further business at good rates, but instead of that the demand slackened materially and questions became such as to render chartering quite impracticable. There is a slightly better feeling again, towards the close, but anything below 35 cents per picul is not likely to lead to business.

Saigon/Java, a couple of settlements are reported locally at 32 and 35 cents per picul, according to size, in addition to which, business is said to have been done elsewhere. More tonnage is wanted.

Saigon/Japan, a charter has been drawn at the enhanced rate of 50 cents per picul, end of the month loading—the Hongkong option being allowed at 50 cents per picul. More tonnage might be placed, though it is doubtful whether the same rate will be procurable.

Saigon/Newchwang, rather a new departure, a charter is on record at 65 cents per picul. From Java ports to this, tonnage could now be placed at 35 cents per picul wet sugar, but no settlements are reported, nor have we heard of any business being done for Japan, despite some rather pressing inquiries that have been on the market.

Bangkok quotations are somewhat erratic. Whilst 36/30 per picul could probably be had locally for small sized steamers, the berth rate at Bangkok is reported to keep on a much lower level and anyhow in no proportion to freights in other directions. Tonnage is undoubtedly wanted, there being large quantities of grain available for shipment, but business will only be practicable in the event of a material improvement.

As regards the Northern markets, Newchwang business is still conspicuous by its absence, but it is reported that fairly large quantities of produce are coming down from the interior and, if this proves correct, chartering may be looked for at an early date. As to rates, no reliable opinion can be formed of course, except that they cannot help being very fair ones.

A small amount of coal business has come to pass from Japan ports to this at the improved rates of \$2.20 per ton and the market closes steady. Japan/Singapore, business is said to have been done in London at \$2.75 per ton.

On monthly terms, one fresh settlement is reported.

Sail Freights—There is nothing fresh to report.

Sail-shipment loading or to load.—For New York—British 4-m. bark *Kentmore*, arrived 15th June.

American bark *E. D. Sutton*, arrived 28th June.

Disengaged.—American bark *Evie J. Ray*, 955 tons, French bark *Bourbaki*, 1,711 tons.

Departures.—British bark *Tromp*, 25th September for Sourabaya. British ship *Queen Elizabeth*, and October for Sydney.

Today's Advertisements.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from that 15-m. B. L. and 303 MAX GUN PRACTICE will be carried out from close to the 3rd mile-stone under Mount Davis in a south-westerly direction at ranges from 1,000 to 3,000 yards. Practice will commence at 4 p.m. on SATURDAY, October 15

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	11th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	11th November.

S.S. "JASON" left Singapore at 5 p.m. on the 6th inst., and is expected here on the 11th, p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	11th October.
AMVO, MANILA, ILOILO and CEBU	"SUNGKANG"	11th "
SHANGHAI	"KWEIYANG"	12th "
NINGPO and SHANGHAI	"WAMPOA"	12th "
SWATOW, CHEFOO, NEWCHANG and TIENSIN	"CHIHAI"	13th "
SHANGHAI	"TAIWAN"	15th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (direct)	SATURDAY, 15th Oct. at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 2nd Oct. at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NUMANTIA"	4,370	Bahle	October 27th, 1904.
"ARABIA"	4,483	Schuldt	November 19th, "
"ARAGONIA"	4,198	Wagner	December 13th, "
"NICOMEDIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance wharf at Macao.

FARE:

1st Class Single Ticket	\$2.00, with Cabin \$3.00
Return	\$3.00, " " \$5.00

Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONH,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"KING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class	.....\$3.00 for Single Journey.
2nd " "	.....1.50 " "
Meals	.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street,
WENTD & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904. [189]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW".....1,309.....J. P. MARTIN.	
"KWONG TUNG".....1,238.....H. W. WAT KEE.	

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey\$4

Meals(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [178]REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904 About

"HINDUSTAN".....10th October.

"ST. HUGO".....18th November.

For Freight and further Information, apply
toDOWWELL & CO., LIMITED,
Agents.

Hongkong, 5th October, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS ALICE."

Captain P. Wetten, due here with the outward
German Mail about TUESDAY, at 5 P.M., will
leave for the above places about 12/24 hours
after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 8th October, 1904. [13]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"CAPRI."

Capt. Belsito, will be despatched as above, on
THURSDAY, the 13th instant, at Noon.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 6th October, 1904. [1114]

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"CLAVERBURN."

Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 15th September, 1904. [1028]

DAMPFSCHIFFS RHEDEREI "UNION"

ACTIEN GESELLSCHAFT,

HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA."

Captain Petersen, will be despatched for the
above Port on or about WEDNESDAY, the
26th instant.

For Freight, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 4th October, 1904. [1109]

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG."

Capt. Geo. Payne, will be despatched as above,
TO-MORROW, the 11th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th October, 1904. [1106]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days about 2 P.M. and on Sundays at 7.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents, Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer will shortly be lit throughout
by Electricity.The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 6th October, 1904. [1097]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Oceana.

From Australia, ex S.S. Marmora.

From Calcutta, ex S.S. Palma.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904. [11]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.Cargo impeding discharge and undelivered
by MONDAY, the 10th instant, at 5 P.M., will
be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 7th October, 1904. [11]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"MANCHURIA."

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 24), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.Goods remaining unclaimed after the 10th
instant will be subject to rent.All Claims must be sent in to me on or
before the 13th instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 4th October, 1904. [11]

Mails.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON.

HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, at
1 P.M., the Company's Steamship
"SALAZIE," Captain Nègre, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSIT.This Steamer connects at COLOMBO with
the Australian Line S.S. *Caledonia* bound for
MARSEILLES via BOMBAY and ADEN.Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 17th October, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.

L. BRIDOU,

Acting Agent.

Hongkong, 5th October, 1904. [19]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AFRICA
and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this Port
BOMBAY, on SATURDAY, the 22nd October,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Briarcliff*, 6,525 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Mongolia*,
due in London on the 4th December, 1904.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th October, 1904. [11]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Imperial	Moët & Chandon	50 " " "

ALSO TRY OUR

BLACK AND WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$10.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commands itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre ... \$5.00
The Half-Litre ... 2.50

CHAZALON & CO.

Sole Agents for Hongkong, China and Japan.

Hongkong, 19th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$500,000	\$1,492,514	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 1/2 %	\$650 buyers (London £ 67
National Bank of China, Limited	99,945	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39 sellers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$784,445 \$906,872	\$1,959,926	\$32 for 1902	5 1/2 %	\$610 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000 \$331,142 \$321,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$61
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Interim of 10/- a/c 1903	9 1/2 %	Tls. 75 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$142 1/2 buyers
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	5 1/2 %	\$265
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,50	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$19 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$131 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$43,732	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$32 buyers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$5	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts } { \$0.90 & b. 20 cts. } for year ending 30.4.04	5 1/2 % 3 1/2 %	\$41 \$31
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$145 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$48,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 %	25/-
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/4 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited Do. (Preference)	100,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 46 buyers Tls. 44 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$240
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$6 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,435	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold-Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$6 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	{ \$6 dividend and \$2 bonus for first half- } year 1904	6 1/2 %	\$225 buyers
S. C. Farham, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,453	Tls. 7 final—Tls. 12 for year end. 30.4.04	6 1/2 %	Tls. 176 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$8 for 2nd half year 1903	4 1/2 %	\$250 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$195 sales
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	{ \$7 dividend } for 1903	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989 \$29,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$114 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,210	Tls. 22,895	Interim of Tls. 4 for 1904	6 1/2 %	Tls. 140
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	First year	9 1/2 %	Tls. 137
New Amoy Dock Company, Limited	6,000	\$68	\$68	Tls. 6,000	\$489	Tls. 18 for 1903	9 1/2 %	Tls. 180 sales
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	\$149 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.50 for 1903	6 1/2 %	\$50 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$137 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 665	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	9 1/2 %	\$17 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 21 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 25
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 37 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$99,177	90 cents for 1903	7 %	\$124 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 324
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	4 1/2 %	\$11
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 65 buyers
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$31 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13
Watkins, Limited	10,000	\$10	\$10	\$18,802	\$1,042	First year	10 %	\$94 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94 buyers
Hongkong Electric Company, Limited	30,000 30,000	\$10 \$10	\$5 \$5	none	\$1,747	{ \$1.00 } { 50 cents } for year ending 30.4.1904	6 1/2 % 4 1/2 %	\$81 \$9 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 1/2 %	Tls. 100 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,350	Interim of 15/- for 1904	7 1/2 %	Tls. 387 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 110
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 110
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,101	Final of \$14 making \$14 for 1903	11 1/2 %	\$31 sales
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$17 making \$17 for year end. 29.2.04	8 1/2 %	\$140 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$45 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$20 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$41,000	...	\$7 1/2 for second half year 1903	9 1/2 %	\$165 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	\$10 for year ending 30.11.1903	6 1/2 %	\$300
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$14 for year ending 31.7.1.03	18 1/2 %	\$12 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	none	...	{ \$0.90 } for year ending 31.5.1904	9 1/2 %	\$94 buyers
Do. (Founders')	100	\$10	\$10	\$20,000	\$80	None	...	\$12 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	Interim of 70 cents	6 1/2 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	None	...	\$10 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$72
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$388	\$60 cents for year ended 31.5.04	8 1/2 %	\$7
Steam Laundry Company, Limited	5,000 10,000	\$5 \$5	\$5 \$5	none	\$5,544	First year	...	\$38 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 17,143	Tls. 27,187	3rd quarterly of Tls. 10, paid 15.9.04 making 34 for Tls. 3 3/4 1904	13 %	Tls. 310 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903	5 1/2 %	Tls. 100
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 115 sales
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,453	Interim of \$1.20 for 1904	10 1/2 %	\$28 sales
Do. (Founders')	123	\$15	\$12	\$20,000	\$1,453	None	...	\$28 buyers
Do. (New Issue)	24,000	\$15	\$12	...	First year	Preferential of 67 per cent for 1904	10 1/2 %	\$28 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 1 for 1903	...	Tls. 24 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 35,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 25 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$,000	\$332	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$15
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	9 1/2 %	\$150 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$600,000	\$83,403	{ \$1 div. and 25 cents bonus for half year } ended 30.6.1903	7 1/2 %	\$160 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$175,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$140 sales
Maynard and Company, Limited	3,400	\$100	\$100	none	\$801	\$2 for year ended 31.10.1903	7 1/2 %	\$120
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,500	\$50	\$50	...	...	First year	...	\$21
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,920	None	...	\$21